



## COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1700 NORTH MAIN STREET  
SUFFOLK, VIRGINIA 23434

Gregory A. Whirley  
Commissioner

December 13, 2012

Ms. Kathleen S. Kilpatrick, Director  
ATTN: Mr. Marc Holma, Office of Review and Compliance  
Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Route: 564 (Intermodal Connector)  
Project: R000-122-108, P101, R201, C501  
City: Norfolk  
Funding: Federal  
PPMS/IPM: 18968  
DHR File: 1998-3157

Dear Ms. Kilpatrick:

The Virginia Department of Transportation (VDOT) has previously completed coordination of this federally-funded project with your office pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800. Now, the VDOT is conducting a Re-evaluation of the existing Categorical Exclusion-level National Environmental Policy Act (NEPA) document. Due to the time passed since the initial architectural survey, the VDOT is re-coordinating with your office regarding these resources.

The proposed Intermodal Connector project in the City of Norfolk (UPC 18968) follows a portion of the same path as the proposed Patriot's (formerly Third) Crossing (VDOT Project No. 0064-122-F12; UPC 12834; DHR File No. 1993-0238)(Figure 1). As a result, in the late 1990s, VDOT used the cultural resources survey we conducted for the proposed Patriot's Crossing to review the cultural resources for the proposed Intermodal Connector. The report was titled *Draft Cultural Resource Survey, Hampton Roads Crossing Study, Candidate Build Alternatives 1, 9, and 2* (August 1999) written by Louis Berger & Associates, Inc. By a letter dated April 10, 2001, your office concurred with VDOT's determination that no significant archaeological or architectural resources were present in the Area of Potential Effect (APE). This finding, combined with documentation provided by and conversations with the U. S. Navy cultural resource staff at the time regarding historic resources on Navy

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property, led VDOT to conclude that the proposed Intermodal Connector would have no effect on historic properties. VDOT reported this determination to your agency using the process described in Stipulation 2 of the 1999 *Programmatic Agreement Between the Virginia Departments of Transportation and Historic Resources Concerning Interagency Project Coordination* on April 12, 2002 and included the determination in the approved Categorical Exclusion-level NEPA document.

As part of the present NEPA document re-evaluation, the VDOT has reviewed the information in the Virginia Department of Historic Resources (VDHR) Data Sharing System (DSS) for the Intermodal Connector's APE. No archaeological resources are shown in DSS and the archaeological survey conducted in this area as part of the Patriot's Crossing survey identified no archaeological sites and only heavily disturbed areas and poorly drained areas indicating a low potential for significant archaeological resources. However, several architectural resources now appear within the proposed APE for the proposed Intermodal Connector that were not recorded at the time of the original survey. This coordination will focus on these resources.

A total of three previously identified architectural resources are in the APE of the proposed Intermodal Connector project: Norfolk Naval Base Historic District (VDHR Inventory No. 122-0410), Golf Club Historic District (VDHR Inventory No. 122-5045), and the Battle of Sewell's Point Battlefield (VDHR Inventory No. 122-5426)(Figure 2).

The Norfolk Naval Base Historic District (VDHR Inventory No. 122-0410) is a potential district that encompasses the former boundaries of Naval Station Norfolk (Figure 3). In conversations with Heather McDonald, Regional Historic Preservation Officer for the Navy, Ms. McDonald indicated that the proposed district boundaries encompass what are now two separate naval facilities, Naval Station Norfolk and NSA (Naval Support Activity) Hampton Roads, with Interstate 564 and the Norfolk-Portsmouth Beltline Railroad forming the boundary between the two facilities. Ms. McDonald indicated that the Navy does not recognize the totality of the two facilities to be a single historic district. Rather, based on the several surveys the Navy has conducted of the two facilities, the Navy recognizes several smaller historic districts north and south of the APE that will not be affected by the proposed project (Figure 4).

The proposed project follows the path of Interstate 564 north from Terminal Boulevard until the Norfolk-Portsmouth Beltline Railroad turns east-west. At that point, the project proceeds westward, just north of the railroad until it reaches Second Street and terminates. The portion of the Norfolk Naval Base Historic District through which the Intermodal Connector will run is mostly open area with trees and wetlands with an industrial/commercial area at the western end. Assuming that the district is eligible for listing on the National Register of Historic Places (National Register), the proposed project will alter the historic setting of the

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district, but will not diminish any aspects of integrity that may contribute to the potential eligibility of the resource.

The Golf Club Historic District (VDHR Inventory No. 122-5045) is located at the eastern end of the proposed project (Figure 5). This district contains a Donald Ross-designed golf course and club house. The property was determined eligible for the National Register by DHR in 1997, but formal action was deferred until final documentation was presented. The DSS form for the resource does not indicate if the final documentation was ever received. However, in April 2012, the U. S. Navy coordinated the granting of easements to the VDOT for this project with your office. In that coordination, the U. S. Navy stated the following:

“ The golf course layout at the Golf Course Historic Property (GCHP) is remarkably intact and retains a high degree of integrity. The proposed undertaking will not alter the golf course layout (fairway, greens, etc.) itself, but will remove a portion of the screening vegetation along the northeast perimeter of the GCHP and will alter the northeast boundary of the GCHP slightly. A thin strip of vegetation will remain along the fenceline, but the depth of the vegetation will be reduced. This thinned vegetation strip will be similar to the existing strip that currently exists along the majority of the northeastern boundary between the GCHP and the existing rail line. The removal of this vegetation is required as part of an easement grant needed to reposition the train tracks that currently run parallel to the east boundary of the GCHP. The repositioning of the train tracks is needed in order to widen I-564 and to construct an off-ramp into Camp Allen for the ATI (Air Terminal Interchange). The Navy Munitions Compound (NMC) is on the opposite side of I-564 from the GCHP, and due to explosive arc safety and security concerns the I-564 widening cannot be moved in that direction.

While it is very well preserved, the GCHP design is not considered to be among the significant works of Donald Ross. The vast majority of the vegetative buffer around the GCHP would remain intact and unaltered. The whole of the GCHP APE will not be cleared – a strip of vegetation will be preserved along the repositioned fenceline. Rather, the thickness of the vegetative screen will be reduced. Most of the proposed vegetation removal would not affect the GCHP due to the thickness of the existing vegetation. The effects of the proposed vegetation removal would be limited to the tees of Hole #4 as other nearby holes would retain existing levels of screening. For these reasons, the Navy has determined that the ATI portion of the proposed undertaking would constitute a No Adverse Effect upon the GCHP.”

Your office concurred with the Navy’s recommendation of No Adverse Effect for the Golf Course Historic Property on June 5, 2012.

The proposed VDOT project is the same as described above with regards to the Golf Course Historic District (122-5045). A small portion of vegetative buffer will be thinned and reduced near the tee box for Hole #4, however, all other vegetative screening would remain. Traffic noise from the project, located on the neighboring Interstate 564, will not

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appreciably increase noise levels within the golf course. The proposed project may alter the setting of the historic district, but not diminish it.

The Battle of Sewell's Point Battlefield (VDHR Inventory No. 122-5426) was recorded by the Civil War Sites Advisory Committee (CWSAC) in 1993 to include the Study and the Core areas of the battlefield (Figure 6). In 2009, the National Park Services' American Battlefield Protection Program updated the CWSAC report and expanded the Study Areas to include approach/retreat areas and added potential National Register boundaries to the maps. The proposed project crosses Hampton Boulevard, which is part of the increased Study Area for the Battle of Sewell's Point, but is not in the Core Area or in the potential National Register boundaries of the battlefield. The Core Area of the battlefield is concentrated off shore and directly on the shoreline. Therefore, while the project may alter the setting of the Battle of Sewell's Point Battlefield, the setting will not be diminished.

The proposed Intermodal Connector project was previously cleared for cultural resources through a Stipulation 2 No Effect determination after review of the field survey from Patriot's Crossing and discussions with the Navy. Current review of materials and discussions with the Navy indicate that the proposed project will have an effect on the Norfolk Naval Base Historic District, the Golf Club Historic District, and the Battle of Sewell's Point Battlefield, but that the effect will not be adverse.

The VDOT invites you to indicate your concurrence with our determinations by completing the signature block below within 30 days of receipt of this letter. Please return the original signature to this office.

Thank you for your assistance. If you have any questions or need additional information about this project, please do not hesitate to contact me at (757) 925-2372 or at [ken.stuck@vdot.virginia.gov](mailto:ken.stuck@vdot.virginia.gov).

Sincerely,



Kenneth E. Stuck  
Cultural Resource Coordinator (Archaeologist)

KES:  
Attachments

cc: Mr. Jack Van Dop, FHWA-EFL, w/attachments

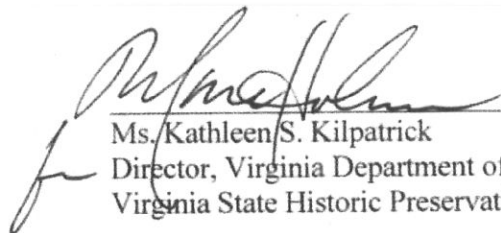
bcc: Ms. M. E. Hodges, w/attachments  
Mr. P. C. Rinehart, w/attachments  
Ms. J. D. Salyers, w/attachments



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The Virginia Department of Historic Resources (DHR) concurs with the Virginia Department of Transportation's (VDOT) recommendation that VDOT Project R000-122-108, P101, R201, C501 (UPC 18968) will have an effect on the Norfolk Naval Base Historic District (VDHR Inventory No. 122-0410), the Golf Club Historic District (VDHR Inventory No. 122-5045), and the Battle of Sewell's Point Battlefield (VDHR Inventory No. 122-5426), but that the effect will not be adverse.

  
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Ms. Kathleen S. Kilpatrick  
Director, Virginia Department of Historic Resources  
Virginia State Historic Preservation Officer

17 Dec 12  
Date

DKR# K98-3157

see also 2012-0687

Figure 1. Project Area Location



Interstate  
Connector  
- Patriots  
Crossing



Figure 2. Previously Identified Architectural Resources in APE.





Figure 3 Project Area and partial boundary of 122-0410.



- Project Area

- 122-0410

Norfolk

Naval

Base

Historic

District



Figure 4 - U.S. Navy identified historic districts





Figure 5 Project Area and Golf Club Historic District (122-5045)



— Project Area

— Golf Club  
Historic  
District  
122-5045



Figure 6 Project Area and partial boundary of Battle of Sewell's Point (122-5426)

